**SCOPE OF CONTRACT**

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**1. SERVICES TO BE PROVIDED**

This Contract is for undertaking a Planning Study, Stakeholder and Community Engagement Process, Environmental Impact Assessment, Concept Design and Detailed Design of the following Project:

 Smith Highway, Holden Street to Ford Road.

The key objective of this study is to identify key environmental issues.

The location and/or boundaries of the Project are as follows:

A route extending from the Holden Street through to Ford Road which bypasses existing townships. The route is proposed to pass through a developing area on the fringe of the metropolitan area of Adelaide and will replace the Smith Road component of the National Network.

The full extent of Services to be provided by the Contractor is described in these Contract Documents. In summary, these Services include:

1. **Planning Study** (refer Part P30)
* Undertaking an review and initiation process, including a review of previous studies of the Project,
* Generation of Alternative Concepts,
* Preparation of total cost estimates,
* Assessment of Alternative Concepts against technical, environmental, social and economic criteria, including a Value Management Study of Alternative Concepts, and
* Preparation of total cost estimates.
1. **Stakeholder and Community Engagement** (refer Part P40)
* In liaison with the Department, develop and undertake Stakeholder and Community Engagement processes that involves stakeholders and groups such as other government agencies, community representatives, landholders, residents, councils and special interest groups.
1. **Environmental Impact Assessment** (refer Part P50)
* Undertake an Environmental Impact Assessment (EIA) of the Project and prepare an Environmental Impact Assessment Report (EIAR).

This project must comply with the Department’s internal environmental assessment procedures.
This project has been declared to be a Crown Development under the *Development Act 1993.*This project has been declared to be a Major Projects or Developments under the *Development Act 1993.*

1. **Concept Design** (refer Part P80)
* Preparation of a Concept Design and Project Design Brief to a standard suitable for land boundary definition.
1. **Detailed Design** (refer Part P85)
* Preparation of a Detailed Design to a standard suitable for construction purposes.

**2. CONTRACT TIME**

Subject to Clause 2 “Time Provisions” of the Special Conditions of Contract, the Services shall be completed by *xxxx* weeks from the date of the Letter of Acceptance.

**3. BACKGROUND TO PROJECT**

**3.1 Project Rationale**

Currently two components of the AusLink National Network pass through the outer Adelaide metropolitan area on separate routes, i.e. Smith Road and Ford Road. This area of metropolitan Adelaide is a growth area with a number of dynamic characteristics, activities and possibilities. These include substantial urban growth, significant horticulture development, new railway lines, significant industrial development, and a proposed intermodal facility.

Smith Road is becoming increasingly congested, with a consequent reduced operating level of service and efficiency as a National Network link. Accordingly, the need for a high standard facility either by major upgrading of the existing Smith Road route to Expressway standard or by development of an alternative National Network link to Ford Road was proposed in the mid 1990’s.

A strategic planning study subsequently compared the option of major upgrading for Smith Road against a range of alternative options for a new link. The study concluded that the most suitable option was the development of a new link between Ford Road and Torana Highway.

The study concluded that such a route would have the advantage over the alternative of major upgrading of Smith Road due to lower estimated cost and lower impact, particularly in terms of community severance, noise impact, local air quality and disruption due to construction. It would also have the potential to form a natural boundary between the adjacent urban and rural development.

The study therefore provides the rationale for the development of a new National Network link to Ford Road rather than pursuing the major upgrading of the existing Road. A new study (the subject of this brief) is now necessary to identify a specific route alignment and concept design for the proposed new link to identify environmental issues. Identifying a route alignment is necessary now to minimise future costs and impacts both for the Government and to minimise environmental issues. Approval under the Development Act 1993 is being sought for this corridor.

**3.2 Strategic Planning Outcomes**

**(1) National Network Objectives**

The Department of Transport and Regional Services (DoTARS) has identified the following primary objectives to drive the development and enhancement of the National Network across Australia as follows:

* Improves national and interregional connectivity for people, communities, regions and industry
* Improves national, interregional and international logistics
* Enhances national, interregional and international trade
* Enhances health, safety and security
* Is consistent with the obligation to current and future generations to sustain the environment
* Is consistent with viable, long-term economic and social outcomes
* Is linked effectively to the broader transport network.

Adherence to these objectives will be an important criterion for this study.

**(2) Regional Development**

The National Network link through Adelaide’s outer metropolitan area provides primary access between the State’s main port, rail terminals and industry zones and key regional areas. The link is, therefore, important for export as well as for intra and inter-state goods movement and is consequently important for both the State and National economies.

**(3) Road Network Strategy**

The current proposed strategy for future development of the road network in the outer metropolitan area reflects these needs for intra and inter-State access. The main features of this strategy are:

* Continued development of Ford Road as a high standard through route for National Network and metropolitan access by the provision of additional access control measures.
* Continued use of Smith Road as a high standard through route, initially as a National Network link but also as the primary inter urban access link between the expanding outer northern suburbs and the central metropolitan area.
* Development of the proposed new link between the Holden Street and Ford Road as part of the National Network.
* Matching this link with future upgrades along Ford Road, including widening to six lanes and provision of grade separation at, major intersections between Chrysler Street and Chrysler Highway.

**3.3 Previous Strategic Studies and Stakeholder and Community Engagement**

The study referred to in Clause 500.2.1 "Project Rationale" forms the basis for the proposal to develop a new National Network link broadly following the Dodge Road /Chrysler Road route rather than the major upgrading of the existing Smith Road.

As a prelude to undertaking more detailed studies to identify a specific route for the proposed new link, a consultant then commissioned to undertake an initial consultation phase with key stakeholders from Government agencies and Councils. The consultant held a workshop and conducted one on one discussions with stakeholders, the outcomes of which are documented in the Initial Consultation Report. The report revealed that there was strong support for upgrading the highway. However, there were also a number of significant issues identified and consequently there was a strong emphasis from Councils for involvement of elected Council members in any future planning studies.

In 2003, another consultant was engaged by Transport SA and this subsequently led to the preparation of a Discussion Paper by that consultant. The purpose of the discussion paper was to describe the context within which the link is to be developed, and in particular with reference to the potential for the Project to be funded as part of the Commonwealth Government’s Auslink funding proposals. It also provided an overview of the outcomes of the preliminary consultation process with key stakeholders referred to above. The report also discussed the range of issues which will influence the widening of the highway, its form and function and its impacts on local access and on cost.

**4. PROJECT SCOPE**

The role of the proposed Smith Highway Project as part of the National Network link will be to facilitate efficient movement particularly of freight to Adelaide and the Port of Adelaide, from origins interstate, and intrastate.

To adequately fulfil this role, it is proposed that the Smith Highway operate at freeway standard, and incorporate the following features:

* 4 lanes with divided carriageway between Ford Road and Chrysler Street,
* a high speed freeway standard road expected to be posted at 110 km/h, with geometric elements designed to suit,
* restricted access to the corridor (under the provisions of the Highways Act) to ensure that road transport efficiencies are achieved,
* minimal major access points from the adjacent local and arterial road networks,
* all access movements onto or across the road to be grade separated,
* provision for redevelopment of the adjacent local road network where it is affected by severance from the road corridor,
* appropriate provision for cyclists and pedestrians, and
* incorporate environmental impact mitigation measures (eg noise, amenity)

Specific provision will not be made for the operation of public transport services along the Smith Highway route. There is no requirement for a stopping Public Transport service along the Smith Highway route itself. The public transport needs of the area will be met by the existing bus facilities provided along Smith Road and existing train services.

The following issues require investigation and assessment as part of this Study:

* the need for service centre(s) along the route to provide for the needs of traffic using the corridor,
* the need for truck parking bays in accordance with DPTI guidelines,
* consideration of opportunities to secure additional land for a service corridor to cater for future expansion e.g. Council flood mitigation schemes (refer report),
* type of facility for cyclists and pedestrians, and
* consideration of road access for key industrial areas and the proposed transport facility in the vicinity.

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**STATEMENT OF REQUIREMENTS**

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Appendix 1 Principal Supplied Information